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The reorganization of the railroad organization probably has not yet been completed. An indication of this is the reorganization plan which envisages consolidation of neighboring operations plants, car operations plants, railroad sections, freight offices, road stations into district offices; dissolution of the existing Reichsbahn directorates; and establishment of one directorate in each Bezirk. This type of reorganization has taken place in the Ministry of Postal Affairs and Telecommunication and is discussed in regard to the Reichsbahn in Der Verkehr, Eisenbahn Edition, Berlin, February 1953.

The following is a glossary of abbreviations which occur throughout this report:

BAB -- Plant accounting records

Bezirk -- Administrative region replacing Laender

Bm -- Railroad section

Bw -- Reichsbahn Operations Plant

BWw -- Reichsbahn Car Operations Plant

Ga -- Freight Office

RAW -- Reichsbahn Repair Yard

REA -- Reichsbahn Division

RED -- Reichsbahn Directorate

SED -- Socialist Unity (Communist) Party

ZWV -- Central Car Administration

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# I. ORGANIZATION OF MINISTRY OF RAILROADS

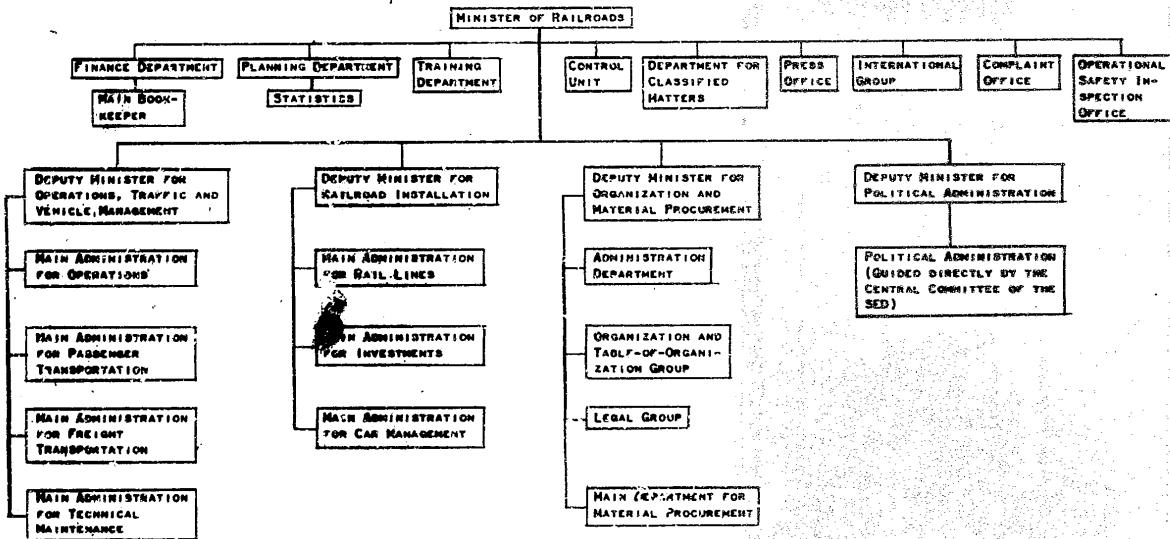
On 2 April 1953, the government of the GDR issued a decree dissolving the Ministry of Transportation as of 30 April 1953, and establishing in its place a Ministry of Railroads, a State Secretariat for Water Transport, and a State Secretariat for Motor Transport and Roads, the latter two with independent portfolios.

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The Ministry of Railroads is organized as follows:

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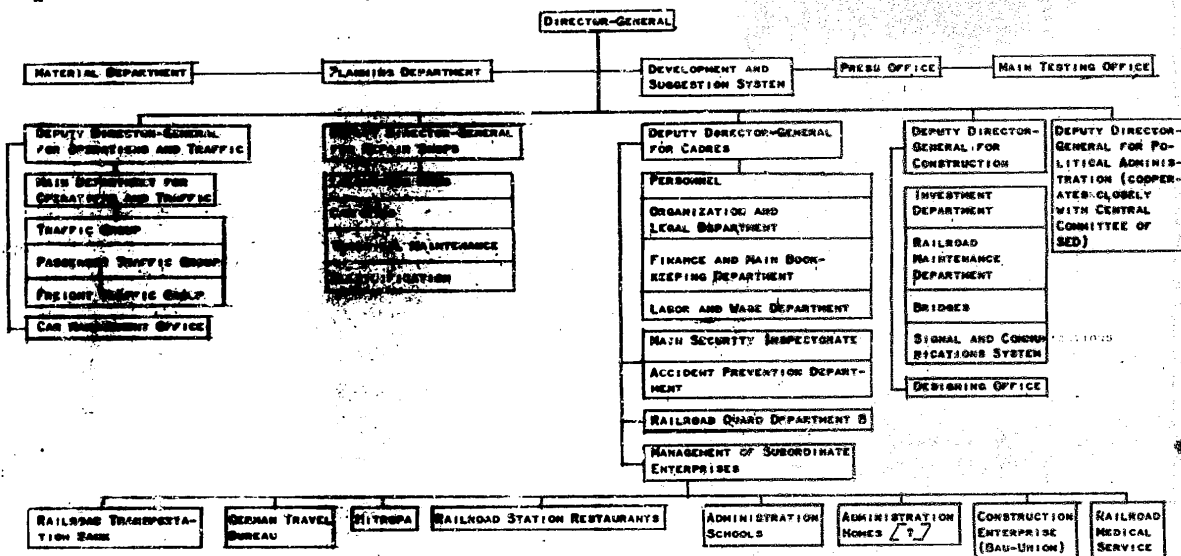
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11. DIRECTORATE-GENERAL OF THE REICHSBAHN (3)  
(AS OF FEBRUARY 1953)

[COMPARE CHART BELOW WITH FDD REPORT Q-362]



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## III. ORGANIZATION OF REICHSBahn DIRECTORATES

Prior to the reorganization, the Directorate-General administered the eight RBDs, which in turn were (and still are) subdivided into RBAs. The organizational structure of the RBDs, as drawn up in July 1952, is as follows (abbreviations in parentheses are used in the GDR for official business):

MANAGEMENT (L)

The management consists of the president, the vice-president, and the secretary. The secretary handles classified matters and such details as conclusion of individual (work) contracts, additional old-age benefits, additional remuneration, premium payments for service of 10, 25, 40, and 50 years [longevity increments], and matters relating to disciplinary actions.

The following offices are attached to the management:

Testing office (Pa).

Operational safety inspection office (Bsi) -- This office operates in accordance with rules laid down by the [former] Ministry of Transportation for increasing the safety of operations of the GDR railroads.

Information section (In).

Operations and Traffic Group (BuV)

This unit is headed by a group director and includes inspectors for operations, passenger transportation, and freight transportation. The group is responsible for operational management (utilization of the BAB), work norms and organizational planning, wage matters, activist and competition movements, social welfare matters, and schooling and vocational training.

1. Operations department (B) -- This department is headed by a department chief (who is also a desk chief). It is divided into the following desks:

Desk B-I -- operating services (021 train control office), operational irregularities, traffic reporting office).

Desk B-II -- technical operations (accidents, regulations).

Desk B-III -- operating performance (line capacity, operating plans).

Desk B-IV -- train scheduling (passenger and freight-train schedules, duty schedules for train conductors).

2. Passenger transportation department (R) -- This department is headed by a department chief (who is also a desk chief). It is divided into the following desks:

Desk R-I -- passenger train service.

Desk R-II -- preparation of trains for dispatch; transport and rate matters (including damage claims).

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3. Freight transportation department (G) -- This department is headed by a department chief (who is also a desk chief). It is divided into the following desks:

Desk G-I -- freight car service (car distribution office and chief traffic administration).

Desk G-II -- freight handling and transportation matters; damage claims.

Desk G-III -- freight and live-animal rates.

#### Railroad Installations Group (An1)

This unit which is headed by a group director, includes inspectors for construction, safety, and telecommunications. The group handles operational management (utilization of the BAB), work norms, and organizational planning, wage matters, activist and competition movements, social welfare matters, and schooling and vocational training.

1. Construction department (Ba) -- This department is divided into the following desks:

Desk Ba-I -- superstructure (general repairs and replacement investments).

Desk Ba-II -- line and architectural engineering (general repairs and replacement investments).

Desk Ba-III -- bridge and structural engineering (general repairs and replacement investments).

Desk Ba-IV -- planning of railroad installations (construction program for expansion, long range planning and approval of designs).

Desk Ba-V -- construction management and control of all investment projects.

2. Safety and communications department (SF) -- This department is headed by a department chief (who is also a desk chief). It is divided into the following desks:

Desk SF-I -- safety system.

Desk SF-II -- telecommunications system.

#### Vehicle Group (Fz)

This unit, which is headed by a group chief, includes inspectors for locomotive and car service. The group is responsible for operational management (utilization of the BAB), work norms and organizational planning, wage matters, activist and competition movements, social welfare matters, and schooling and vocational training.

1. Locomotive service department (Ld) -- This department is headed by a department chief (who is also a desk chief). It is divided into the following desks:

Desk Ld-I -- locomotive operating service (Ozl-Lok (train control office for locomotives), irregularities, train log).

Desk Ld-II -- locomotive maintenance.

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Desk Ld-III -- machines and mechanical installations.

Desk Ld-IV -- power engineering.

Desk Ld-V -- motor vehicles.

2. Car service department (Wd) -- This department has the following desk:

Desk Wd-I -- technical passenger and freight-car service.

3. Electrical-traction department (El) -- Such a department is to be activated upon special directive only. The only known electrical-traction department in the GDR is in the RBD Berlin.

Since subordination of the following offices was not indicated, they are listed as they appeared in the original document.

Political department (Pol) -- This department is headed by a department chief and includes instructors.

Chief accounting department (Hb) -- This department is headed by a chief accountant (who is responsible for financial accounting). It is divided into the following desks:

Desk Hb-I -- financial accounting and control.

Desk Hb-II -- operational management (basic problems of operational management, development of business-type accounting).

Cadre department (K) -- This department is divided into the following desks [no details given]:

Desk K-I

Desk K-II

Desk K-III

Desk K-IV

Planning department (Pl) -- This department is headed by a department chief (who is also a desk chief). It is divided into the following desks:

Desk Pl-I -- over-all planning and statistics.

Desk Pl-II -- management, traffic, and railroad installations.

Desk Pl-III -- vehicle management and investments.

Material procurement department (Mv) -- This department is headed by a department chief (who is also a desk chief). It is divided into the following desks:

Desk Mv-I -- determination of demand and allocation matters.

Desk Mv-II -- storage facilities.

Desk Mv-III -- material purchase.

Desk Mv-IV -- material purchase.

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Organization department (O) -- This department is headed by a department chief (who is also a desk chief). It is divided into the following desks:

Desk O-I -- organization (structure, table-of-organization matters, office procedures, wage and travel-cost office, mail room, archivist and interpreter's office).

Desk O-II -- legal matters.

Desk O-III -- legal matters.

Building administration (Hw) -- The director of building administration operates a supply purchasing office; procures official seals, office furniture, and materials; distributes office space; handles building administration; supervises clerical assistants, porters, char service, handicraft workers, heating of rooms, janitors, printing office, elevator operators, etc.

Labor desk (A) -- This unit administers and controls work norms, organizational planning, wages, welfare matters, schooling and vocational training.

Fire protection desk (Brs).

Cashier's desk (Ka).

Safety inspection office (Si) -- This unit operates according to the Directive for the Organization of the Safety Inspection Office of the Reichsbahn, based on the Decree for the Protection of the Labor Force.(4)

RBD Berlin has, in addition, an intra-urban railroad (S-Bahn) department.

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## IV. ORGANIZATION OF REICHSBAHN DIVISIONS

The organizational structure of the RBAs as drawn up in July 1952 is as follows (abbreviations in parentheses are used in the GDR for official business):

Management (L)

The RBA is headed by a division chief. The following offices are attached to the management:

Operating safety inspection office (Bsi) -- This unit operates according to rules laid down by the ~~Former~~ Ministry for Transportation for increasing the safety of the operation of the GDR railroads.

Fire protection office (Brs).

Cashier's office (Ka).

Operations and Transportation Group (BuV)

This unit is headed by a group director and includes shunting instructors, traveling instructors, and transport inspectors. It handles operational management (utilization of the BAB), work norms and organizational planning, wage matters, activist and competition movements, welfare matters, and schooling and vocational training.

1. Operations department (B) -- This department handles (nontechnical) train control.

2. Traffic department (V) -- This department includes the car distribution office and traffic administration.

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Railroad Installations Group (Anl)

This unit is headed by a group director and includes construction engineers for superstructure and safety service. It handles operational management (utilization of the BAB), work norms and organizational planning, wage matters, activist and competition movements, welfare matters, and schooling and vocational training.

1. Construction department (Ba).
2. Safety and telecommunications department (SF).

Vehicle Group (Fz)

This unit is headed by a group director and includes construction engineers and traveling instructors. It handles operational management (utilization of the BAB), work norms and organizational planning, wage matters, activist and competition movements, welfare matters, schooling and vocational training. It also includes inspectors for locomotive and car repair in the RAWs.

1. Locomotive service department (Ld) -- This department handles (technical) train control.
2. Car service department (Wd).

[Since subordination of the following offices was not indicated, they are listed as they appeared in the original document.]

Political department -- This department is headed by a director and includes instructors.

Main accounting office (HB) -- The main accounting office is headed by a chief accountant and is responsible for financial accounting, investment accounting, and financial planning and control.

Cadre department (K).

Planning department (Pl) -- This department handles material planning and management.

Organization department (O) -- This department is responsible for organizational structure, tables of organization, office procedures, legal matters, property administration, information matters, disciplinary action (through the department head), and building administration.

Labor and social welfare department (A) -- This department handles such tasks as work norms, organizational planning, wages, activist and competition movement, and schooling and vocational training.

Safety inspection (Si) -- This unit performs safety inspection according to the Directive for the Organization of the Safety Inspection Office of the Reichsbahn, based on the Decree for the Protection of the Labor Force. [ ]

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By order of Director-General Kramer, a material procurement department is to be established in all REAs on 1 January 1953. According to this order, all material procurement specialists are to be transferred to that department; there is to be no increase in the over-all number of employees. The main department of the Directorate-General is to be informed by 15 January 1953 that this department has been established. [ ]

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## V. ORGANIZATION OF CENTRAL CAR ADMINISTRATION

Effective 1 December 1952, the ZWV, with headquarters in Berlin, was established as an independent office of the Reichsbahn directly responsible to the Directorate-General.

The ZWV includes the former tank car control office, the main car office, sections of the car service department of the Directorate-General, the freight car accounting office of RBD Schwerin, and the investment office of the vehicle group of RAW Schoeneweide.

The duties of the ZWV are as follows: Administration of the GDR car park, including all domestic and foreign rolling stock in the GDR; control over economical car utilization; responsibility for procuring new cars and discarding old cars; responsibility for supervision of the technical condition of the car park; acceptance of cars after examination and repair; testing of the capacity of cars; maintenance of operational books; and numerical control of all cars operating in foreign countries and of all foreign cars in the GDR.

The ZWV organization is to include a technical car service department, an operational management for tank and special-purpose cars, an economic department, and a main accounting department.

To carry out the duties stipulated above, the following units are to be set up: a car inspectorate at the headquarters of each RBD, the necessary number of car inspection offices within each RBD area, a car acceptance station at every car RAW and a car border station (Wagengrenzstellen) at every car crossing point at the GDR borders.

The car inspectorates operate independently of the RBD and are directly responsible to the ZWV. It is the duty of the car inspectorates to conduct the technical car service by controlling the cars in operation. The car inspectorates are to include offices for freight and passenger cars, load limits, reporting and statistics, cadre, work, planning, and inspection. To carry out the work, the car inspectorate is to use the car inspection offices. All car inspectors (Wagenmeister) will be under the technical and administrative supervision of the car inspection offices.

The car acceptance stations in the car RAWs work independently of the RAW and are responsible to the car inspectorate in respect to personnel and to the ZWV in respect to accounting and reporting. The former car acceptance inspectors and the plant record offices of the respective RAW make up the new car acceptance stations.

The car border stations are subordinate to the car inspectorate in their RBD area as far as personnel is concerned, but are subordinate to the ZWV in regard to technical, operational, and transport aspects.

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## VI. ORGANIZATION OF REICHSBAHN AUDITING SERVICE

The auditing service of the Reichsbahn is headed by a Central Auditing Group, which is subordinate to the Directorate-General of the Reichsbahn. Attached to each RBD is an auditing group (eight in all) organized as follows:

1. Financial auditing section, for auditing the RBD, RBAs, and other Reichsbahn offices.

Operation and traffic desk.

Technical maintenance desk.

Rail installation maintenance desk.

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The duties of the financial auditing section are based on the provisions promulgated in the Legal Gazette 158/52, under the heading Plant Accounting, and include the following: maintenance of records concerning stocks and fixtures; comprehensive cash auditing (station funds, freight handling, ticket handling, traffic control); control of incomes from rent and ground rent; and receipt of surrendered properties such as houses, rooms, grounds and land, and social installations.

2. Technical section for auditing the RBAs, authorized investors (Investtraeger), and other Reichsbahn offices.

The duties of the technical auditing staff include the following: auditing of cost breakdown, including the BAB; analyses and utilization of BABs I-III; control of the technical storage facilities, general repairs, investments, etc.

Wage auditing office.

Operation and traffic desk.

Technical maintenance desk.

Rail installation maintenance desk.

General repairs and investments desk.

The duties of the wage auditing staff include auditing of classification and remuneration according to the Reichsbahn collective work contract and the Industrial Wage Group Catalogue for the Reichsbahn; travel costs; installation costs; premiums; etc.

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#### VII. LIST OF REICHSBAHN PERSONNEL

On 9 April 1953, the GDR Council of Ministers accepted Prof Dr Hans Reingruber's resignation, for health reasons, as Minister of Transportation. On 12 June 1953, he was awarded the title of Meritorious Railroad Worker.

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#### Ministry of Railroads Personnel

Roman Chwalek, Minister of Railroads; [redacted] former Minister of Labor.

Erwin Kramer, Deputy Minister of Railroads; [redacted] former Director-General of the Reichsbahn.

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Heinrich Lindeman, Deputy Minister of Railroads [redacted]

Richard Staimer, Deputy Minister of Railroads; [redacted] son-in-law of GDR President Wilhelm Pieck.

Robert Menzel, Deputy Minister of Railroads [redacted]

Klaus Hielscher, chief of the finance department [redacted] old.

Georg Thiede, main bookkeeper [redacted]

Birkholz (fnu), chief of the planning department [redacted] old.

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Karl Galle, chief of the training department

Walter Skomski, control officer

Hinzpeter (fnu), chief of the international group.

Brandes (fnu), chief of the complaint office.

Martin Lehmann, chief of the main administration for passenger transportation.

Gerhard Stern, chief of the main administration for freight transportation.

Heinz Mueller, chief of the main administration for technical maintenance.

Kliemann (fnu), chief of the main administration for car management.

Edmund Koenig, chief of the administration department.

Herman Dieder, chief of the organization and table-of-organization group.

Zimbehl (fnu), chief of the legal group.

Wilhelm Haas, chief of the main department for material procurement.

Kurt Lademan, chief of the political administration.

Hans Wikisch, first secretary of the ministry's party organization.

Helmut Lange, second secretary of the ministry's party organization.

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RBD Berlin Personnel

Max Barth, former president, removed for dereliction of duty on 22 June 1953, by order of Cavalek.

Kurt Freitag, president; former vice-president.

Paul Ross, chief of operations and traffic group.

Friedrich Kittlaus, chief of the intra-urban railroad department.

Kurt Tschirch, chief of the operations department.

Kurt Jonas, chief of the organization department.

W. Gross, chief of the vehicle group.

Werner Bahr, chief of the planning department.

Albert Hein, chief of the political department.

Herbert Bonnke, chief of the safety and communications department.

Hoffmann (fnu), chief of the car maintenance department.

Bruno Daemichen, chief of the material procurement department.

Paul Melke, chief of the locomotive service department.

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Hermann Heydt, chief of the finance department.

Gerhard Dolzinski, chief of the security department.

Hermann Lehmann, chief of the freight transportation department.

Rudolf Mack, chief of the passenger transportation department.

Friedrich (fnu), chief of the installations group.

Hans Stoll, chief of the construction department.

Schwanz (fnu), chief of the fire protection desk.(5)

Other RBD Personnel

Gottschalk (fnu), president of RBD Dresden

Hans Uhle, president of RBD Halle

Karl-Einz Buegger, president of RBD Cottbus; successor to Gruber (fnu).

Richard Fischer, president of RBD Erfurt.

Prickler (fnu), vice-president of RBD Erfurt.

Pfordte (fnu), president of RBD Magdeburg.

Bruno Schramm, president of RBD Schwerin.(10)

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